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**The Daily Press.**

HONGKONG, JULY 24TH, 1907.

YESTERDAY the members of the Legislative Council had submitted to them the correspondence on the subject of Hongkong and Cantonese subsidiary coins. Some of it has already been published, but the subject is of such urgent and vital interest that the public will probably bear with a little repetition rather than miss any item of information bearing upon it. The first item of the correspondence is a "confidential" letter dated Government House, July 23rd, 1906, addressed by Sir MATTHEW NATHAN as Governor to the Earl of ELGIN as Secretary of State for the Colonies. It follows previous correspondence on the subject of the disposal of the subsidiary coin in the Hongkong and Shanghai Bank. Sir MATTHEW NATHAN had been advised about April 1906 to take no step in the direction of disposing of this coin "until the result of the next selling season had been ascertained." By May 15th the discount had gone up to over four per cent. (from one-half and one per cent.), and the Bank Manager reported that prospects were not improving. Owing to damaged crops, and the substitution in the two Kwang provinces of dollars for Chinese subsidiary, there was to be "no chance of Hongkong subsidiary coins being required in those provinces in the near future." India, reported to be buying silver, refused to buy any of this bullion from Hongkong, so on June 21st the s.s. *Preussen* took \$3,398,000

worth to London, leaving only \$344,022 in the hands of the Government, and \$76,920 of this was in copper coins. The consignment to London consisted of twenty and ten-cent pieces only. We may point out at this stage the indication that the local Government was not particularly reluctant to send more of our subsidiary coins into the two Kwang, if the Chinese wanted them. Sir MATTHEW NATHAN alluded to the existence of "some dissatisfaction in the Colony," and remarked that "various wild suggestions" were put forward for the rehabilitation of the local currency. In this connection he submitted a copy of the Hon. Mr. E. OSBORNE's suggestions to the Chamber of Commerce, which have already been made public, and received a very fair share of public approval, although the Chamber of Commerce received them unsympathetically, or, as Sir MATTHEW NATHAN expressed it, they "did not disapprove of the suggestions." The Governor noted that "the practical effect of making Hongkong subsidiary coin unlimited legal tender would be to debase the currency, and to lower the monetary standard of value from the intrinsic value of the dollar to that of the subsidiary coin." Whether this is a theorem or only a theory, it is not for us to say. The public is at the mercy of the experts, as Sir MATTHEW NATHAN doubtless was; we fancy it would take a lot of demonstrating. In an accompanying footnote, Sir MATTHEW NATHAN was on surer ground; we can admit that "the redemption of Hongkong subsidiary coin at par would be an extremely costly operation," although there are some who think it need not necessarily "prove a heavy burden on present taxpayers." However, we have been recently favoured with correspondence from gentlemen who strongly support Sir MATTHEW's views as now published, and we have considerable respect for their opinions. Redemption at par, the letter also noted, would "benefit principally Chinese money changers in China and elsewhere." The extent of that benefit depends, of course, upon how much of the local change remains in Chinese circulation. The replies to Mr. OSBORNE in the Legislative Council were based upon advice received from the managers of the Hongkong and Shanghai Bank, the Chartered Bank, and the Mercantile Bank. Sir MATTHEW NATHAN further did what he could to bring about the restriction of the Cantonese output of subsidiary coins, without, he admits, very apparent results. One statement made by Sir MATTHEW NATHAN to Lord ELGIN appears to indicate the existence of a popular error. He wrote:

"I may here mention that the millimal fineness of the Chinese coins is practically the same as ours, the mean result of analyses of 23 of these coins made by two different analysts being 8.9. The millimal fineness of the dollar being 9.0, there seems no reason why both the Hongkong and Chinese subsidiary coins should not fall to a discount of 10 per cent. At present the discount on the former is 6 1/2 to 8 1/2 per cent. and on the latter 7 1/2 to 7 per cent."

Assuming that Hongkong suspends further production, a policy it has since promised, and that China's contemplated provision of a uniform national coinage is indefinitely postponed, an assumption that, we fear is only too well warranted—Sir MATTHEW NATHAN prognosticated three things as possible. We quote them in full:

(i) The Canton mint may continue issuing new subsidiary coins of the present millimal fineness. In this case they will fall to a discount of 10 per cent. discount to the impoverishment of the people in the Kwang Provinces whose hoardings consisting of, and earnings paid in, these coins will have lost a tenth of their value. The decrease in buying power of these people will continue injurious to affect the trade of Hongkong. The Hongkong subsidiary coins will remain at a slightly less discount in Hongkong, where the non-acceptance of the Chinese coins by the Government and banks make these of slightly less value in the Colony. This difference will increase, if mercantile firms follow the example that has been set by the Government and some of themselves in declining to receive the Hongkong coins to return to the Colony.

(ii) The Canton mint may cease issuing subsidiary coins. Those that have already issued and with them the Hongkong coins would tend gradually to recover their former dollar value as absorption took place and they became a subsidiary rather than a main currency.

(iii) The Canton mint may issue subsidiary coins of lower millimal fineness than the present ones. This would result in a further impoverishment of the Kwang Provinces for the temporary advantage of the Canton Treasury. The new coins, which, to secure their acceptance, would have the same appearance as the old, would drag the value of the latter down with them. The Hongkong coins with a value intermediate between that of the dollar and the Chinese coins would tend partly to disappear from circulation in China by being melted down to form the new issue as dollars are now being melted down to form the present issue, and partly to constitute a third standard of value for commodities in the same way as commodities are now beginning to have two prices according to whether payments for them are made in dollars or subsidiary coins. It would be as impossible then to prevent the new issue from being generally current in Hongkong as it is now to prevent the present issue being used in the majority of private transactions, and even greater confusion and paralyzation of trade than exist at the present time would ensue.

Lord ELGIN asked Sir MATTHEW NATHAN to report on the matter of a letter from the Electric Traction Company of Hongkong, Ltd. [street trams]. The Secretary of that company, writing from London E.C., on June 19th 1906, had asked the Secretary for the Colonies to urge some action upon the Hongkong Government. The Tram Company's Directors held the opinion we held, and held, that "it is far from desirable that British coins should be at a discount in a British colony," especially seeing that the allegation is that this discount is due to a decreased Chinese demand for them. It seems fairly obvious that if the Chinese coins are as nearly pure as Hongkong coins, it cannot at the same time be true that our coins are melted and re-minted by the Chinese, and that if Sir MATTHEW NATHAN's statement already quoted be correct, the different rates of discount must be arbitrary—a sort of squeeze. In 1905 the Street Tram Company claims to have lost £185 in this way, or nearly two per cent. of its year's takings. For the four months April 30th, 1906, the discount had risen to nearly four per cent. of the takings. Sir MATTHEW NATHAN recommended that the same reply be made to them as was made to the S.S. & F. Ferry Company; and he again denied that Hongkong coins were of greater intrinsic value than the Cantonese coins. Hongkong coins, he said, had of late "been returning to the Colony in greater numbers than the banks can put on the market," and it was dollars that the Chinese were melting and re-minting. This looks as if the Bank were "trying to reduce the discount on Hongkong coins by withholding them from circulation; and it seems clear that if the Hongkong public would boycott (refuse to accept) the Chinese coins, the discount would disappear altogether. But as we have previously mentioned, many people have tried this and dimly failed. We must have small change of some sort, as all transactions cannot be done on the cheit and monthly settlement system. Already there is much inconvenience owing to the comparative rarity of our own subsidiary, and there must be many people who on receiving a small Hongkong coin segregate it and save it for future use at the Post Office, which accepts no other kind. The trams and ferries simply dare not refuse the Cantonese coins. If they did, many of us would have to walk or swim, or take rickshas and sampans. Our correspondent "Chopped Dollar" recently reminded us that the Hongkong Government had never deliberately undertaken to supply China with subsidiary currency, and suggested that the coins it issued went inland against its will. Of course, we never intended to imply that it did deliberately undertake such a contract, but we hesitate to believe that it was reluctant to accept the profits incidental to the exodus. Sir MATTHEW NATHAN makes mention of "the profits the Colony has made from furnishing the Kwang Provinces with token coins," and it is those profits which we have submitted ought to be set against the loss of the "extremely costly operation" which we (and the Hon. Mr. OSBORNE) recommended. When one rashly incurs heavy debts, it is always a costly operation to get "square." The analogy, we submit, is by no means unfair. The Government prepared the problem now awaiting solution. We did not. If the task of solving it presents difficulties, we cannot help it.

Yet on the point we have made so much of, about the scarcity of local coins, it is only fair to say that Sir MATTHEW NATHAN has a good comment. The public, he points out, can obtain as much Hongkong subsidiary coinage at the bank as they desire. Suppose the public acts on this, no doubt in time the alien coinage will be reduced, but what will be the immediate result? Will it not mean a speedy and further increase of the discount, and more losses? However, the following paragraph from Sir MATTHEW's despatch appears to greatly weaken the position, and to show that the recommendations to the public are admittedly counsels of perfection. We are advised to attempt something impracticable, to roll the stone of Sisyphus, for what the Government cannot attempt the public can hardly do, and for similar reasons. Here is the fatal paragraph:

Of the two proposals of the Board the first, namely, that the Chinese coinage should be made illegal and abolished, is not practicable. Chinese coins are not legal tender in Hongkong, and it is open to everyone to refuse to accept them but to make it punishable by law to possess such coins or to offer or accept payments in them would fill the gulfs of the Colony and at the same time would deal a serious if not mortal blow to the large traffic and petty trade which goes on between Hongkong and Canton. As Your Lordship is doubtless aware some 4,000 people daily come and go between the two places. For currency purposes Hongkong is and must remain an integral portion of the Chinese Empire and it is no more possible to exclude Chinese subsidiary coins from the Colony than it is to exclude dollars and establish a gold currency there.

We call special attention to the "integral portion" of it. Granting that position, it seems almost just to suggest that in that case a war on China, to force her to reform

her currency as promised, would be a holy war, a righteous war.

In a "confidential" letter to Lord ELGIN, dated April 27th of this year, the Hon. Mr. F. H. MAY says the time has arrived for the Government to take steps. The Government, as well as merchants, is losing. He estimates that there are twenty million dollars worth of Hongkong coins to redeem, still in circulation, or eighteen millions more than we want. At present the Government is paying the Bank about \$3,000 a month as discount, and he proposes that in future all subsidiary paid to Government be retained and sent to the Crown Agents for disposal. This would mean a loss of about \$40,000 per annum, partly set off by the saving of the \$36,000 paid to the Bank. The Colonial Office has telegraphed its approval.

Most of the Colonies have declared themselves in favour of continuing the Sugar Convention.

The official panic in Anhwei, over the assassination of the Governor, has led to such abuses that the officials have been warned against too many indiscriminate arrests.

The Bandmann Opera Company will make a return visit to the Colony next week, and will present a series of seven performances, details of which appear in our advertising columns.

Mr. J. H. Newbold of the Owl Grill Room, proceeded against a German for behaving in a disorderly manner on his premises on Monday night. Mr. Orme ordered the defendant to pay a fine of \$3.

The "Petit Parisien" correspondent at St. Petersburg states that Great Britain has broken off the negotiations with respect to the Anglo-Russian Agreement, in consequence of the dissolution of the Duma.

At a meeting of the Board of Directors of the Shanghai Tag and Lighter Co., Ltd., on July 16th, interim dividends were voted of 2 1/2 per cent. on the preference shares and 2 1/2 per cent. on the ordinary shares for the half year ending June 30 last.

The signals yesterday announced that a typhoon was within 300 miles of the Colony, and, as was to be expected, the sampans lost no time in seeking shelter, while bathing parties had to abandon their outings. Incoming vessels reported stormy weather.

Mr. Rockefeller has been fined twenty five dollars for exceeding the speed limit on his motor-car. It is not long ago that Mr. Rockefeller closed his estates to all motorists, giving as his reason the excessive speed at which cars are now being driven.—*Central News.*

The native who was found to be in possession of 45 c. counterfeit coins on Sunday, and who was on Monday given an opportunity of finding the friend who had entrusted them to his care failed in his search, and Mr. Hazeldan sentenced him to two months' hard labour and six hours' stocks.

A Hangchow despatch of the 15th instant states that a lady teacher named T'win Ching—her surname is not given—of the Mingtiao Girls' School of Shaoxing was the other day arrested by the authorities for complicity in the revolutionary schemes of the late Hsu Hsi-lin, and summarily executed.

An Imperial Chinese Decree, dated July 14th, admits that repeated prayers offered by Imperial Command for rain have failed, and further prayers and sacrifices are ordered. Here is a noble chance for the missionaries, to repeat the performance of the prophet who made the priests of Baal lose face, and demonstrate that which they ask the Chinese to believe.

The Hongkong correspondent of a "hang hai" contemporary, discussing the Government's policy re subsidiary coins, says—"It is something to have this fixed, but this will not satisfy the needs of the case, for the Chinese themselves will not be guided altogether by what has been decided in this way, but will still follow the actual value of the silver in the coins as they are able to discover this in the fluctuating silver money market. Moreover, in shops and places where only items of small value—for example twenty or thirty cents—are sold, it will be found often exceedingly difficult to make the exact calculation; and yet these folk will have to pay for their wares in larger sums at the new rates and so will lose thereby."

## SUPREME COURT.

Tuesday, 23rd July.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGOTT).

A SPECIAL CASE.

The special case in which Lau Yeong Wood and Lam Choy were the plaintiffs, and the Standard Oil Company of New York the defendants, was resumed. After further argument, his Lordship adjourned the case, reserving his decision.

THE "HAUGHTY AND IRASCIBLE" SHUM.

H. E. Tein Chuan-huen, Viceroy-Designate of the Two Kwang provinces, has been denounced to the Throne by a Censor named Chen Kuei-ching. The Viceroy has been designated as "Haughty, irascible and failing in the obedience due from a servant of the Crown to his Sovereign." The Censor declares that this has been proved in Viceroy Shum's conduct in refusing to proceed first to take over the Yankwei Viceroyalty, and now the Two Kwang.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## FATAL COLLISION AT SEA.

LONDON, July 23rd.

The *Columbia* has been sunk in a collision off San Pedro on the Californian Coast, and 150 men drowned. (We presume this refers to the small but fast American cruiser of that name, which carried a crew of five hundred men. She was built in 1891. The San Pedro indicated is not far from Los Angeles.—Ed.)

## THE KOREAN SITUATION.

TOKYO, July 23rd.

The situation in Seoul is quiet though ominous. Some "elder statesmen" have been arrested; by order of the new Emperor, and charged with conspiring to secure the murder of the Cabinet Ministers who advised Yi Fin to abdicate. The public is awaiting with interest Marquis Ito's submission of the Japanese demands supposed to have been conveyed by Viscount Hayashi. The most remarkable phase of the situation is the unanimity with which the people and press of Japan rely on the Resident-General's ability to effect a settlement under all the difficulties.

LATER.

The State Council this morning was attended by the Ministers and the Elder Statesmen, when the Korean situation was discussed for three hours.

["REUTER'S SERVICE."]

## OBITUARY.

LONDON, July 21st.

The death of the Rev. William Rutherford, formerly Head Master of Westminster, is announced.

## THE BISLEY MEETING.

LONDON, July 21st.

Lieutenant Addison of Australia won the King's Prize with a score of 318. Gibson of the second Lanarks, won the St. George's Challenge Cup with a score of 138. Armourer Padgett of the Volunteer battalion, East Yorks, made the best score for the King's Prize (319), but a protest lodged that he had an extra shot owing to a bad cartridge, was sustained, and the prize awarded to Addison.

## THE MOTOR RACE.

LONDON, July 21st.

Prince Borghese has arrived at Egham-rimburg.

## JAPAN AND KOREA.

LONDON, July 21st.

An inspired Berlin telegram to the *Koelische Zeitung* considers that Korea is now entirely forfeited to Japan and that the action of the Japanese was perfectly justifiable from the Japanese standpoint. An enraged mob of 1,000 people has attacked and burned the residence of the Premier at Seoul.

## FRANCE.

LONDON, July 21st.

The French Generalissimo has resigned, declining to accept the responsibilities in time of war with the reduced army, which he considers will result from the two years' service law.

## GENERAL SIR HARRY MACLEAN.

LONDON, July 21st.

Reuter's correspondent in Tangiers wires that Raisuli has cut off all communication between General Sir Harry Maclean and the outer world. "On the other hand there are persistent rumours that Raisuli has left his stronghold with Sir Harry Maclean, and that both have been taken prisoners by the Ykmaas tribe, which is reported to be loyal to the Sultan of Morocco."

About nine o'clock last night fire broke out in Messrs. Baretto and Co's Godowns in Wyndham Street, and it was over half an hour before the brigade got the outbreak under, the spirits in the godown burning freely. The extent of the damage was not ascertainable last night. During the operations of the Fire Brigade, a Chinaman, who was in charge of one of the fire escapes, and who apparently was more interested in watching the fire than in attending to his machine, was caught in the handle of the wheel, tossed into the air, and thrown heavily to the ground. For a few moments he was stunned, but was able to walk home with the assistance of one of the native members of the brigade.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 23rd instant in the Council Chamber.

PRESENT:—

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, Hon. Mr. F. H. MAY, C.M.G.  
Hon. Mr. A. M. THOMSON (Colonial Secretary).  
Hon. Mr. H. H. J. GONFRETZ (Attorney-General).  
Hon. Mr. C. M. C. MESSER (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).  
Hon. Mr. A. W. BREWIN (Registrar-General).  
Hon. Mr. F. J. BADELEY (Captain-Superintendent of Police).  
Hon. Dr. Ho KAI, M.B., C.M., C.M.G.  
Hon. Mr. W. L. YUK.  
Hon. Mr. E. OSBORNE.  
Mr. A. G. M. FLETCHER (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read, and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary, by command of His Excellency, the Officer Administering the Government, laid on the table the Financial Minutes Nos. 31 to 32, and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

FINANCIAL.

The Colonial Secretary, by Command of H.E. the Officer Administering the Government, laid on the table the Report of the Finance Committee (No. 5), and moved its adoption.

The Colonial Treasurer seconded, and the motion was agreed to.

PAPERS.

The Colonial Secretary, by command of H.E. the Officer Administering the Government, laid on the table the following papers: The report of the Hongkong Volunteer Corps for the year April 1st, 1906 to March 31st, 1907; the Correspondence on the subject of Hongkong Subsidiary Coins; and the Despatch from the Secretary of State with regard to the report of the Committee of Inquiry in connection with the typhoon of September 18th, 1906.

INSURANCE COMPANIES ORDINANCE.

The ATTORNEY GENERAL moved the second reading of the Bill entitled An Ordinance relating to Life Fire and Marine Insurance Companies. In doing so he said:—In consequence of certain considerations which have come forward, I propose to drop at present the provisions in this Ordinance relating to Fire and Marine Insurance Companies. These parts of the Bill may be proceeded with later or otherwise, as may seem expedient. The portion of the Bill relating to life insurance follows closely the provisions of the Life Insurance Acts of England and the security is similar to that required to be given under the Imperial Act.

The Colonial Secretary seconded, and the motion was agreed to.

The Council resolved itself into committee, and considered the Bill clause by clause.

On resuming, the ATTORNEY GENERAL reported that the Bill had passed through committee with certain amendments, and it passed its second reading.

FACILITIES FOR A FOREIGN COMPANY.

The ATTORNEY GENERAL moved the second reading of the Bill entitled An Ordinance for giving to a Foreign Company called the Nederlandsche Handel-Maatschappij certain facilities for carrying on its business in the Colony.

The Colonial Secretary seconded, and the motion was agreed to.

Council then resolved itself into a committee of the whole Council, and the Bill was considered clause by clause.

On Council resuming, the ATTORNEY GENERAL reported that the Bill had passed through committee without amendment, and moved that it be read a third time.

The Colonial Secretary seconded, and the Bill was read a third time, passed, and became law.

HIS EXCELLENCY—Council stands adjourned until Friday at 2.45 p.m.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was then held—the Colonial Secretary presiding. The following votes were passed:—

SANITARY AND OTHER VOTES.

The Officer Administering the Government recommended the Council to vote a sum of one thousand one hundred and forty-five Dollars (\$1,145) in aid of the rate, Sanitary Department, Other Charges, Typhoon Expenses.

POLICE AND PRISON DEPARTMENTS.

The Officer Administering the Government recommended the Council to vote a sum of one thousand Dollars (\$1,000) in aid of the vote, Police and Prison Departments, A—Police, Other Charges, for the following items:—

Secret Service... \$ 700

Subsistence of Prisoners... 300

\$1,000

## ALLEGED BRIBERY.

The first charge of bribery since the Commission was brought against the keeper of a seamen's boarding house at 37, Connaught Road West, by Sanitary Inspector O'Halloran before Mr. G. N. Orme at the Police Court yesterday morning. The defendant was charged with offering the Inspector a bribe of \$10 on Monday afternoon. When brought before his Worship he mentioned something about offering the amount instead of paying a fine, but the interpreter's remarks were not audible at the Press table. Mr. A. Jackson (of Messrs. Johnson, Stokes and Master) appeared for the defendant, and asked his Worship to fix a day. His Worship adjourned the case until Friday afternoon bail being fixed in the sum of \$500.



## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on July 23rd at the Board Room. The Hon. Dr. J. M. Atkinson (President) presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Dr. F. Clark (Medical Officer of Health), Hon. Mr. A. W. Brown, (Registrar-General), Mr. A. Shotton Hooper, Mr. Lau Chai-pak, Mr. Fung Wa Chan, and Mr. G. A. Woodcock (Secretary).

## CEMETERY BY-LAWS.

The report of the committee on Cemetery By-laws was submitted. It recommended that the present by-laws be withdrawn, and that fresh ones be substituted. The proposed by-laws provided that cemeteries other than Chinese shall be open to inspection by any member of the Board, or by any officer of the Sanitary Department who may be directed to make such inspection. They also provided that the graves be numbered, that a register be kept, and that each grave be dug to a depth of at least six feet with the exception of the graves of children under ten years of age. Except as regards the corpses of children under ten years of age only one corpse shall be placed in one grave. The new by-laws also contained provisions that the inter-space between any two graves shall be at least eighteen inches, that graves shall be properly covered, and that no graves may be reopened without the written permission of the Medical Officer of Health. The fees proposed were: for each grave of twelve superficial feet, ground fee, \$10; grave digging, \$1; exhumation, \$5. The exceptions are: children under ten years of age, ground fee, \$5; grave digging, \$1; second burial in the same grave, \$3; pauper interment free. Monuments over graves or inclosures of surface not occupying more than 24 superficial feet, free. By-laws regarding Chinese cemeteries were also given.

Mr. HOOPER intimated—The register mentioned in paragraph 3 of the proposed by-laws should be open to inspection by the public.

The REGISTRAR-GENERAL—These by-laws make no provision for a cemetery of the nature proposed to be opened at Apichian, nor of the cemetery Mr. Ng Li-hing wished to present to the Faku-she community in New Kowloon.

Mr. LAU CHAI-PAK—Paragraph 13. Why should the Chinese register be deposited at or near the cemeteries for two years? The Chinese sections or colonies cannot be relied upon in keeping such register. I suggest that original copies should be deposited in the office of the Board and the duplicate copies at the cemeteries. The following points are worthy of consideration:—(1) Standing orders be drawn up in English and Chinese for the guidance of Chinese sections or colonies; (2) A copy of the by-laws in English and Chinese be posted up at the entrance to each cemetery for the information of the public; (3) The various sections of the cemeteries to be clearly marked out with boundary stones.

The PRESIDENT thought it would be advisable to deal with the by-laws one by one. The point raised by Mr. Lau Chai-pak scarcely concerned the by-laws. The Board formed the by-laws.

In considering the by-laws *seriatim* it was decided that the cemeteries be open to the inspection of the public, but after a discussion on the initiative of Mr. Hooper, no amendment was made on the recommended depth of grave.

With reference to Chinese graves, the VICE PRESIDENT asked why in the non-Chinese cemeteries a fee of \$10 should be paid for a grave of 12 superficial feet and in the Chinese cemeteries a fee of \$2 only should be paid for 24 feet.

Mr. HOOPER thought the reason was that Chinese coffins occupied a greater space.

The question of fees was referred back to the committee.

## CHANGEMERE REGULATIONS.

Correspondence was submitted relative to latrines in back yards.

Mr. HOOPER intimated—I am in favour of latrines being allowed in back yards, provided they are kept clean and in a sanitary condition. Professor Simpson was very strong on this point in his recommendation to the Secretary of State, and I consider this present crusade against latrines is most unjustifiable.

Mr. LAU CHAI-PAK—Where there is a yard latrines should be allowed. In places of business some sort of latrines must be provided.

The PRESIDENT—It is necessary for the Board to come to a decision in this matter as to whether they are going to allow latrines in back yards or not.

Mr. HOOPER—In accordance with my minute I am in favour of latrines being allowed in back yards provided they are sanitary. Professor Simpson, as I stated last week, made a very strong point of that in his report to the Secretary of State, and said he would make it compulsory that in every house erected hereafter there should be a latrine in every backyard, or in every block of houses. He said: "There is also the very important duty of preventing what is actually even now taking place, of insanitary areas springing up in the town; and of blocks of buildings being erected to contain hundreds of inmates without the owner of the buildings being obliged to provide for each house a latrine in the back yard, and for every block a public latrine with a proportional number of seats to the number of inmates the block is likely to contain." Well, Sir, we are always having brought to our notice the petition to the Secretary of State for experts to come out. They came out, and the public wanted to sit on them, but in the present case the boat is on the other leg. Here the public are wishing to give effect to the recommendations of the expert while the Government departments apparently are not. I am sure we are all actuated by the same desire, that is, to do the best we can for the Colony taking all the circumstances into consideration. We had an application before us within the last two or three meetings for

permission to reconstruct latrines in the back yards of Nos. 223 to 244 Des Voeux Road. Notice had been served on the owner to remove the existing latrines. He wrote to the Board and asked for permission to reconstruct them, but the Board refused. Now, Sir, these latrines were erected under the superintendence of an architect in the Colony, and on August 1st, 1901, so it is not ancient history, a permit was received from the Director of Public Works to construct the latrines in the houses in accordance with a plan deposited with the Public Works Department, and that is the plan and here are the latrines (produces plan), and to-day we call upon the owner to take them down in face of Professor Simpson's recommendation. This application has been dealt with, but I allude to it to-day because I will certainly move that the motion be rescinded and that the Board allow the latrines to remain. When the architect went to inspect the latrines he found them too small so that they did not comply with the Ordinance of to-day, and it was for permission to make them comply and enlarge them that he wrote to the Board. His application has been refused and he has been told to remove them because they obstruct the back yard, and to make them longer would further obstruct it. I would ask whether that is a consistent policy? To ask the owner to pull these things down and go some distance away is a very great hardship. I could refer to a dozen other cases, but I am going on to one of a different sort. A letter was received by me on the 13th of this month with regard to an application made by the owner of No. 233, Des Voeux Road Central, which also showed that an officer of the Board recommended that a latrine be allowed to remain. I may take it that that latrine is sanitary, otherwise the officer who recommended the sanction of it would not be doing his duty. Then, if it is sanitary, why should the owner be called upon to make a plan of that latrine, which cost \$25?

Mr. LAU CHAI-PAK—More. Mr. HOOPER—It was suggested by a member of the Government that a sketch would do. I would like to know who is to make a sketch. I must employ an architect and that would cost \$25 for something which this Board says is perfectly sanitary, and ask the Governor-in-Council to approve of. It is simply imposing a tax on property to as the owner to procure a plan of a latrine. The officer of this Board who examined it must surely have taken the dimensions of the latrine and his word would be good enough for the length, breadth and height. In these circumstances I move that all latrines be allowed if found to be sanitary and clean.

Mr. LAU CHAI-PAK—I have much pleasure in seconding the resolution. I think in shops with yards of about eight feet latrines should be allowed to remain.

The REGISTRAR-GENERAL—Cannot the Medical Officer give us the history of this thing? I don't understand why all these applications are coming up now.

The MEDICAL OFFICER OF HEALTH—Many of them have been recently erected, the number having increased since yards have been provided. With regard to Mr. Hooper's remark about a crusade, there has been none to my knowledge. Whenever a case comes before me I inspect the yard, and if it is large enough, recommend that a latrine be allowed. The inspectors watch the reports of Board meetings very carefully to see what goes on, and they may have seen that permits are required for latrines. They may ask a tenant to produce his permit, and if he has not one they report in the usual course. I think it is going a little bit too far to say that a yard less than twelve or fourteen feet in area should have a latrine. It would be more satisfactory to the Sanitary staff and myself if a general rule was laid down as to what yards can have a latrine and what can not. As far as new buildings are concerned, everyone is provided with a latrine. I never knew that Professor Simpson recommended them in existing houses, because there is no room for them.

Mr. HOOPER—I think you misunderstood me. I was not alluding to the fact that Professor Simpson advocated that latrines should be put up in the yards of existing buildings but I say that those put up prior to Professor Simpson's visit he never intended to be taken down.

The MEDICAL OFFICER OF HEALTH—Once a plan has been sent in, and passed, no interference with it is allowed. Most of these we are dealing with are latrines put up without any notice, and only discovered in the ordinary house-to-house visitation by the inspectors.

Mr. HOOPER—Quite so, but how is it they have just been discovered? You say latrines have been put up without any plans; surely the Building Authority did not know it because it is an offence he has to take cognizance of. We have only got a small Board to-day, two official and two unofficial members present, therefore I would suggest that the matter stand over till the next meeting.

The VICE PRESIDENT—I think we are quite capable of dealing with it.

It was decided that no action be taken in regard to latrines which had been erected in back yards having an area of 80 square feet, or in cases where permits could be produced or records of the Building Authority to show that authority was granted to erect the latrines.

## THE CITY'S REFUSE.

The disposal of the refuse of the City during unfavourable weather was again brought under the notice of the Board. On July 2nd Messrs. Wilks and Jack wrote to the Secretary of the Sanitary Board:—

"We find this morning, owing to bad weather, the trucks were unable to be towed to be discharged at the usual dumping ground and had to proceed to the old ground at Chin Wan. We

would thank you to give instruction to your officer in charge in the event of a similar condition of weather prevailing, as to the most suitable place to discharge."

Dr. CLARK intimated:—In the event of bad weather, I think the best place to dump the refuse would be in the shallow water of Gin-drinkers Bay, but I hope this will be used as seldom as possible, as refuse is bound to come back into the harbour if it is dumped in this locality.

The application was granted.

## RATS.

The rat returns showed that in 1907, from January to July, 18,608 rats were caught of which 937 were found to be infected with plague—roughly about five per cent. of the rats caught were infected. In the first seven months of 1906 the total number caught was 17,257 and 673 were infected—just under four per cent. During the present year 19,552 rats have been caught, but only 20 were discovered to be suffering with plague—about 102 per cent. The difference shown during the past three years is a remarkable one, and there can be no doubt but that the wholesale destruction of rats has had a beneficial effect upon the Colony. The figures for the past fortnight are:—Victoria, 843 caught, 3 plague infected; Kowloon, 472 caught, none infected.

## THE ROYAL HONGKONG GOLF CLUB.

The following cards were returned at the Quarterly Meeting held at Happy Valley from the 29th to 22nd July, 1907.

MR. A. M. MURRAY CUP.			
Mr. A. M. Murray	81	5	79
Capt. E. Beetham	87	18	79
Mr. A. Gittins	94	2	82
Lt. Col. H. N. Dumbledon	83	ser.	83
(22 entries).			
JOHNSTONE CUP.			
Capt. E. Beetham	rec.	14 strokes 2 up	
Mr. T. S. Forrest	over	1 stroke all up	
Mr. A. M. Murray	2-6	4 strokes 3 down	
Lt. Col. H. N. Dumbledon	0	0	
Mr. A. Gittins	2	5	
(25 entries).			
POOL.			
Mr. A. Morley	93	18	75
Capt. E. Beetham	97	18	79
Mr. T. S. Forrest	78	2	80
(15 entries).			
+ for MacEwen Cup.			
* Winner of Johnstone Cup.			
† Winner of Pool.			

## THE 'SEPTEMBER TYPHOON.'

## GREENWICH OBSERVATORY.

The following despatch from the Secretary of State with regard to the report of the Committee of Inquiry in connection with the typhoon of September 24th was yesterday laid on the table at the Legislative Council meeting:—

Royal Observatory, Greenwich, London, S.E.

Sir,—In reply to your letter of April 25th, 1407/1907 relative to the typhoon at Hongkong on the 16th September last, I have to inform you that a review of the evidence placed before the Committee of Investigation points to the conclusion that the finding of the Committee was practically inevitable, having regard to the following considerations deduced from the evidence alone, as I have no other knowledge of local conditions.

(1) The typhoon which was given by the Director of the Slesaw Observatory on September 15, 1906 was apparently not the one which struck Hongkong on the 16th, and even had it been proved identical, the Slesaw forecast gave no indication that Hongkong was threatened, hence the contention, that the warning was given and ignored, falls to the ground.

(2) The above, I take it, the main question before the Committee. The further point as to possible delay on the morning of the 16th in hoisting the "Black Flag" is not of the same importance. The evidence as to typhoon signs at sunset on the 17th is very uncertain and it appears that those relied upon by one side were admittedly in reliable, the Observatory, and attention is only directed to events on the 18th. Had the staff of the Hongkong Observatory thought that such a storm was not unlikely it is conceivable that the fall in the barometer might have been noticed earlier, but it does not appear that any such signal was justified beforehand and very few minutes elapsed after the barometer indication became unmistakable before the question of hoisting the drum was raised. It is true that criticism had been frequently made of unnecessary warnings the few minutes (10 to 15) further delay is only to be expected, and beyond that the delay in the actual hoisting appears at present unavoidable though it is likely that some device could be contrived to shorten the time necessary for the operation.

(3) I conclude that there remains no question of dereliction of duty at the Observatory, and that any possible error of judgment alleged is too uncertain to be regarded as carrying responsibility for damage done.

I am, Sir, W. H. M. CHRISTIE, Astronomer Royal.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 23rd at 11.45 a.m. The barometer has fallen slightly in the neighbourhood of Hongkong, and risen a little over the E. coast of China and the Philippines.

A circular depression appears to have formed or to be forming over the China Sea to the Southwest of Hongkong, probably in from 18° to 20° lat.

Pressure is high, about 0.1 inch above the normal over N. China, while it is about 0.1 inch below the average at the stations around the N. part of the China Sea.

Strong N.E. winds will prevail in the Formosa Channel, and along the Northern shores of the China Sea.

The Japanese returns are lacking this morning.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.06 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { N.E. winds, strong; equally, rain later.

Formosa Channel... { N.E. winds, strong.

South coast of China between Hongkong and Lantau { Same as No. 1.

South coast of China between Hongkong and Hainan { N.E. to N. winds, strong.

## FUNNELS AND FLAGS.

## AMERICAN SHIPBUILDING.

A Reuter telegram from Washington, dated June 20, states that the successful tenders for the construction of two 20,000-ton battleships of the Dreadnought class for the United States Navy are the Newport News Shipbuilding Company at the price of \$3,337,000 (£737,400), and the Fore River Shipbuilding Company at \$4,377,000 (£975,400).

## HAMBURG SHIPPING STRIKE.

A Hamburg message, dated June 20th, said:—At a meeting here, attended by about 2,000 seamen, it was resolved to continue the strike with all the means allowed by law. The resolution further declared that the strikers were still prepared, through the intermediary of the committee elected, to enter into negotiations with the shipowners during the strike.—Reuter.

## OCEAN PALACES.

According to Lord Pirrie, we have by no means reached quality in the size of ships. The driving force, he says, is found, not alone in the desire for the economy which the big ship represents, but in the demands which passengers constantly make for greater comfort and more luxurious surroundings. Certainly, the mammoth vessels which have lately been put into service, or which are just about to begin running, represent improvement on improvement. The inquiry naturally follows as to whether the public is really to pay for over-growing comfort and luxury, or whether it is that the competition engendered between one big Atlantic line and another assured the voyager a better return for his money.

## THE ANSWER STRIKE.

A strike among the dockworkers at Antwerp owing to the fact that the hitherto somewhat unimportant strike of engineers and stokers which has been going on for the last few days is likely to assume vast proportions. The dockworkers are experiencing great difficulty in procuring engineers and stokers, a number of whom are prepared to go to work, but they refuse to sign articles from fear of being roughly handled by the strikers. Several steamers are unable to leave port. The directors of navigation companies have resolved to resist the men's demands, and in case of need intend to import full crews from abroad. The authorities are taking measures to prevent any disturbances.

## THE NEW P. &amp; O. BOAT.

Particulars are officially issued concerning the new steamer which the P. & O. Company have arranged with Messrs. Caird and Co., of Greenock, to build. She is to be a fast boat, and is intended to run in the branch service between Bombay and Aden, which service is in connection with the company's lines to China and Japan. The vessel will be of 6,000 tons, and her engines, of 14,000 horse-power, are designed to enable a sea speed of eighteen or nineteen knots to be maintained. Practically she will be of the same type as the *Asia* and *Orizaba*, those twin fast steamers which have for some years past carried the mails between Brindisi and Port Said with such unflinching regularity. The difference will be that the new boat will be nearly four feet in beam. She will have accommodation for nearly 3,000 first and second-class passengers, and will carry very little cargo.

## THE "GREAT EASTERN" IDEA.

Not so long ago the shipbuilding world was asked to ponder over "Caird's Ark" as representing the embodiment of the true principles of ship construction. Now it is the *Great Eastern* which seems to be the special object of admiration. The modern view is that the vessel is a bold and the time except Brunel Lord Pirrie incidentally asks what would have been the *Great Eastern's* career, and how much earlier should we have been brought to the era of large ships had there been a dock big enough to take the early levitator? Dr. Elgar, for his part, gives approval to Sir W. H. White's declaration that the *Great Eastern* is still a most fruitful and suggestive field for study. He asserts that the difference in principle between the design of the *Great Eastern* and the corresponding ship of to-day is so great, and the comparison of the weights of material they require is so much in favour of the *Great Eastern*, that there seems to be a case for inquiry and for considering the question of a radical change in the structural design of large ocean liners.

## NEW WORLD IN FORTY-ONE DAYS.

Lieut. Colonel Campbell, of Brunel Campbell landed at Dover on June 13, after having completed the circle of the world in forty days, nineteen and a half hours. In a letter to the *Glasgow Herald* in which he sets forth the details of his journey, he says that had he succeeded in catching the St. Petersburg express at Berlin on the 12th inst. he should have reduced the time by several hours. He sailed from Liverpool on May 3, and reached London on May 10. Travelling by the Canadian Pacific Railway, he arrived at Vancouver on May 14. He was in Yokohama on May 26, and reached Vladivostok on May 3. Thence he took the Trans-Siberian train for Moscow, arriving there on June 10. Two days later he was in Berlin, and landed at Dover, as already stated, on the 13th inst. The difficulties of such a trip, Lieut. Colonel Campbell says, are making good the numerous dangers, and the loss of one may entail several days' delay, but he had the singular good fortune to find them all in his journey is, we imagine, a "record."

## DOCKS AND SHIPPING.

The opening of the Engineering Conference took place at the Institution of Civil Engineers, Great George-street, Westminster, last month. Sir Alexander Kennedy as President of the Institution, inaugurated the proceedings with a short address. Lord Pirrie, speaking in the Harbour Section on "Harbours and Dock Requirements as affected by Development of Shipping," said that he had often complained of the great obstacles the shipbuilder had to meet with through having to restrict his ideas as to dimensions because the depths of channels into which the proposed ship was to trade, did not permit of exceeding a certain draught, or because dock entrances were not wide enough, or because of the small number of graving docks, and the lack of one may entail several days' delay, but he had the singular good fortune to find them all in his journey is, we imagine, a "record."

## GERMANY AND JAPAN.

## A REMOURED TREATY.

Berlin, July 19. The German Cablegram Company is keeping the German Press well acquainted with every move in the Far East. To-day, for instance, a cablegram received from Tokyo says that the Franco-Japanese Treaty was published there on Monday, and that influential circles in the Japanese capital are by no means disinclined to negotiate with Germany with a view to concluding a treaty on the same lines. The "Berliner Tageblatt" thinks that any special treaty between Germany and Japan is "almost superfluous," although, naturally enough, Germany would oppose no obstacles in the way of arriving at such an understanding with Japan.

In alluding to the Franco-Japanese Agreement, the "Kölnische Zeitung" marks that France and Japan can rely upon the "unconditional acquiescence of Germany in carrying out their desire to preserve the independence and the integrity of China, and also the principle of the 'open door' for all nations. To-day Germany's views have not changed in the least since it concluded a similar treaty with England in 1900. The more the policy of the 'open door' meets with honourable recognition, so much the more will there be fewer occasions of dispute and conflict, which otherwise arise so easily in commercial competition." Of course, Germany desires the "open door," but it must be abroad: although Germany's trade with China, according to the statistics just published by the Chinese Maritime Customs Office, amounts only to 35 per cent. of China's total foreign trade, yet it is growing; thus, in 1905, the German exports to China were worth 14,800,000 taels, and 17,300,000 taels in 1906; Chinese exports to Germany rose from 5,400,000 taels to 5,800,000 taels in 1905.—Globe.

## ROYAL COMMISSION ON SHIPPING RINGS.

At Winchester-house, St. James's-square, London, last month, the Royal Commission on Shipping Rings resumed its sittings, under the presidency of Mr. Arthur Cohen, K.C.

## AUSTRALIAN WINES.

## H. J. LINDEMAN'S "CAWARRA" CLARETS AND HOCKS.

PER CASE 12 BOTTLES ... .. \$15.00  
" 24-1/2 " ... .. 16.00

THE ABSOLUTE PURITY OF THESE WINES IS GUARANTEED.

## SOLE AGENTS—

## H. PRICE &amp; CO. LTD.

WINE AND SPIRIT MERCHANTS,  
12, QUEEN'S ROAD CENTRAL.

36]

Mr. Joseph Paton Macleay, senior partner in the firm of Messrs. Macleay and McIntyre, shipowners, Glasgow, stated that a meeting of tramp shipowners was held in Glasgow in 1905, when it was agreed, only five dissenting, that shipping rings worked on a deferred rebate system were detrimental to the interests of the trade of the United Kingdom, contrary to public policy, unfair and unjust, and that legislation was called for. A committee was appointed, and had approved of his statement of evidence. Before the introduction of the deferred rebate system a large number of outside shippers found employment in loading general cargoes for ports which were also served by lines. So completely were shippers bound up under the conference arrangements that it was practically impossible for an outside steamer to land on the berth with general goods for any regular trade route controlled by a "ring." The system of rings to a large extent defeated the tendency to cheaper transit by keeping up rates at a fictitious level. In a free market freights would reach their true economic level. He submitted that outside shippers, to the detriment of the general trade of the country, were unnecessarily shut out from employment for their ships by the operation of shipping rings, and merchants, being charged higher freights, lost a large amount of trade.

Mr. J. Cooper, on behalf of the Bank of British West Africa (Limited), pointed out that, in giving evidence before the Commission in April, Mr. George Miller and Mr. John Holt made both allegations and assertions relating to the Bank of British West Africa (Limited), which were incorrect and misleading. The Bank of British West Africa (Limited) was formed to acquire and carry on the business which was originally begun in Lagos in 1891 by the African Banking Corporation (Limited). In 1893 their business was purchased by Messrs. Elders, Dempster, and Co. In 1894 the Bank of British West Africa was established, and an agreement was entered into with the Crown Agents for the Colonies whereby the Bank was to have the duty and responsibility of controlling and regulating the silver currency in Lagos was transferred from the Government to the bank, with a provision that the charge to be made to the public for the importation of silver coin into the colony should not exceed one per cent., irrespective of the ordinary charges on banking operations. The necessity for exercising a control in regard to the circulation of silver coin was recognised in England, where the issue of silver was solely in the hands of the Bank of England. So in West Africa the extension of commerce decided the Government to delegate the supervision of the currency to a responsible bank, which would regulate the supply according to the demand, and relieve the Government of the loss and trouble of repatriating any redundant stock. By the introduction of ordinary banking facilities, the cumbersome methods previously in force had been superseded, and business was now conducted on modern lines, to the great benefit of every class of the community. The bank engaged in assisting certain shipping companies to trade as merchants. Its position was used to influence freight in favour of certain shipping companies. Mr. Miller, in his evidence, had said that the shipping companies had entered into competition with the merchants delivering coals, kerosene, cement, and other large freight-paying commodities at various ports direct from their ships, and that they were aided by a bank founded by them for the purpose. The witness now denied that the bank had ever made a single advance to any steamship company against any of the large freight-paying commodities referred to, although that would be a perfectly legitimate business for the bank. There was, he said, no foundation for any of these statements. The bank did not own or control any ships, and advances were freely made, irrespective of ownership or nationality. The bank desired to protect in the most emphatic manner against the introduction of the bank's name before a Royal Commission appointed to inquire into a matter quite unconnected with banking. Sir Alfred Johnston was their chairman, but he did not favour any of the lines he controlled; he made no use of the bank in that respect.

## THE ANTIWEP STRIKE.

A strike among the dockworkers at Antwerp owing to the fact that the hitherto somewhat unimportant strike of engineers and stokers which has been going on for the last few days is likely to assume vast proportions. The dockworkers are experiencing great difficulty in procuring engineers and stokers, a number of whom are prepared to go to work, but they refuse to sign articles from fear of being roughly handled by the strikers. Several steamers are unable to leave port. The directors of navigation companies have resolved to resist the men's demands, and in case of need intend to import full crews from abroad. The authorities are taking measures to prevent any disturbances.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, Daily Press, and should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not received for a fixed period will be continued until terminated.

Telephone Address: P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS WANTED.

PROFICIENT TYPE AND SHORT-HAND WRITER.  
Apply—Care of "Daily Press" Office.  
Hongkong, 24th July, 1907. 1246



THEATRE ROYAL, HONGKONG.  
FOR A SHORT SEASON ONLY.

COMMENCING WEDNESDAY, JULY 24TH.

## THE BANDMANN OPERA CO.

55 LONDON ARTISTS 55

Will present the following latest London Successes most of which will be staged for the first time in Hongkong:

WEDNESDAY, July 31:  
For the first time in Hongkong, "The Belle of Mayfair," which ran for 3 years at the Vaudeville Theatre London.

THURSDAY, August 1st:  
For the first time in Hongkong, "The Blue Moon," as played for 3 years at the Lyric Theatre London.

FRIDAY, August 2nd:  
For the first time in Hongkong, "The Girl Behind the Counter," which ran for 3 years at the Strand Theatre London.

SATURDAY, August 3rd:  
Leslie Stewart's Masterpiece, "FLORODORA."

MONDAY, August 5th:  
The Brilliant Musical Comedy, "THE EARLAND THE GIRL."

TUESDAY, August 6th:  
For the first time in Hongkong, "The White Chrysanthemum," The Great Japanese Comic Opera.

WEDNESDAY, August 7th:  
Farwell Performance, "The Brilliant Musical Comedy, 'A CHINESE HONEYMOON,' which ran for 3 years at the Strand Theatre London.

PRICES OF ADMISSION: \$3, \$2 and \$1.  
Seats now on Sale at S. MOUTRIE AND COMPANY, LIMITED.

Commencing at 8 P.M. sharp.  
Hongkong, 24th July, 1907. 247

For SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship  
"LIGHTNING,"  
Captain E. Foy, will be despatched for the above Ports on TUESDAY, the 30th inst., at 1 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON & CO., LTD.,  
Agents.  
Hongkong, 23rd July, 1907. 1243

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship  
"LIGHTNING,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from also guide.  
Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.  
Cargo remaining on board after 2 P.M. of the 24th inst., will be landed at Consignees' risk and expense.  
Consignees of cargo from SINGAPORE AND PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD.  
Agents.  
Hongkong, 23rd July, 1907. 1243

"DEN" LINE OF STEAMERS  
NOTICE TO CONSIGNEES.  
S.S. "BENCLEUCH,"  
FROM ANTWERP, LONDON AND STRAIT.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th July will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 8th August, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th July, at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 23rd July, 1907. 1244

## NEW ADVERTISEMENT

THE TRADE MARKS ORDINANCE, 1888.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the KWONG YUEN CHING KEE BIRDS NESTS FIRM (正源廣記燕窩莊) of 365, of Queen's Road Central Victoria in the Colony of the Hongkong have on the 8th day of July 1907 applied for the registration in Hongkong in the REGISTER OF TRADE MARKS of the following TRADE MARK:



in the name of KWONG YUEN CHING KEE (正源廣) of Victoria in the Colony of Hongkong who claim to be the Sole Proprietors thereof.  
The TRADE MARK has been used by the Applicants in respect of BIRD'S NESTS, CARDS AND BIRDS NESTS IN CLASS 42.  
A Facsimile of such TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.  
Dated the 23rd day of July 1907.

BRUXTON and HETT,  
Nos. 39, 41 and 43, Des Voeux Road Victoria, Hongkong,  
in behalf of the Applicants  
KWONG YUEN CHING KEE (正源廣)  
1248

Hongkong, 24th July, 1907.

## INTIMATIONS

## NOTICE.

MIISU BISHI GOS II-KWAISHA.

DURING my Temporary Absence from this Port Mr. Y. SHIBUYA will take Charge of the Office of the above named Company.

T. MATSUKI,  
Manager.  
Hongkong, 23rd July, 1907. 1242

## NOTICE.

THE OFFICER COMMANDING ROYAL ARTILLERY will not hold himself responsible for any debt incurred by N.C.O.'s and men of the Royal Garrison Artillery in Hongkong.  
J. U. HOPE, Lieut., R.G.A.,  
Adjutant R.A. South China.  
Hongkong, 22nd July, 1907. 1232

## NOTICE.

BILLS for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE.  
Hongkong, 15th July, 1907. 1181

## LOST.

ONE IRISH TERRIER (DOG), Brown Rough Hair, answering by the name of Pat. Finders will be rewarded, if necessary, by returning same to—  
COMPTON'S DEPARTMENT,  
Messrs. GIBB, LIVINGSTON & CO.,  
Nos. 11 and 12, Seymour Terrace.  
Hongkong, 23rd July, 1907. 1240



## GOVERNMENT BILLS.

TENDERS FOR SPECIE BRITISH AND MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bank Notes, to be drawn to the order of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M., on the 28th July, 1907.  
The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.  
The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS."  
The right to accept or reject any or all of the Tenders is reserved.  
Copies of Forms of Tender can be had on application.  
J. T. CARTER, Lt.-Col., A.P.D.,  
H.M. Treasury Chest Officer,  
His Majesty's Treasury Office,  
Hongkong, 22nd July, 1907. 1241

倉貨 KUNG YIK GODOWNS. 益發

NOTICE IS HEREBY GIVEN that the Godowns, Nos. 171 to 173, SHAK TONG TAI, Praya West, on (M. L. L. Nos. 24 to 26), formerly known as the Po On Godowns, the lease for which having expired—have been taken possession of by the Landlords, and business will be hereafter continued under the name of the KUNG YIK GODOWNS. The owners are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notice that loans at most favourable rates of interest may be obtained from the Undersigned against goods stored in the KUNG YIK GODOWNS.  
The KUNG YIK GODOWNS, Agents, The SAM WANG LAND INVESTMENT LOAN AND AGENCY COMPANY, LTD.,  
SAM WANG & CO., LTD.,  
TELEPHONE: No. 421.  
ADDRESS: 31, Queen's Road Central.  
U YUK CHI,  
Managing Director.  
Hongkong, 3rd July, 1907. 1187

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With Index. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 24th July, 1907.

## WANTED

## WANTED.

By a Portuguese of 18 years' experience of Mercantile and Banking Work, SITUATION as General Office Assistant—First class testimonials and references.  
X. Y. Z.  
Care of "Daily Press" Office.  
Hongkong, 20th July, 1907. 1227

## WANTED.

YOUNG EUROPEAN for Office Work. Good Bookkeeping experience necessary. Apply in first instance, stating age, qualifications, and salary expected to—  
No. 37,  
Care of "Daily Press" Office.  
Hongkong, 17th July, 1907. 1219

## INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
TOTAL FUNDS at 31st DECEMBER, 1905 £27,837,119.

1. AUTHORIZED CAPITAL... £2,000,000  
SUBSCRIBED CAPITAL... £2,750,000  
PAID-UP CAPITAL... £87,500 0 0  
1. FINE FUNDS... £3,350,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 27th April, 1907. 1491

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 13th August 1906. 29

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
REUTER, BROECKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1907. 111

## BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT,"

2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 604

FIRST-CLASS BOARD & RESIDENCE

AT "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds with Tennis Courts, Good Dining and Recreation Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.  
Apply to—Mrs. F. W. WATTS,  
"Braeside," 20, Macdonnell Road (late of "Tang Yuen").  
Hongkong, 27th June, 1905. 143

## FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.  
Apply by letter to—B. R.,  
Care of "Daily Press" Office,  
Hongkong, 13th November, 1906. 913

## IRON MERCHANTS.

E. HING & CO.

DEALERS in Iron, Steel, Metals, Hardware, Minz's Metal, Steel Pipes and Ship Plates, Pig-Iron, Coke and General Merchants. No. 25, Wing Wo Street (Lane from 171, Queen's Road to 168, Des Voeux Road Central) Telephone No. 613.  
Hongkong, 1st March, 1907. 478

## PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1907 will be Payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 16th instant to THURSDAY, the 25th instant, both days inclusive.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 10th July, 1907. 1196

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$1.00 DOLLARS TWO per Share for the Six Months ending 30th June, 1907, will be Payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOK of the Company will be CLOSED from THURSDAY, the 18th instant to MONDAY, the 24th instant, both days inclusive.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the  
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,  
General Agents for the  
WEST POINT BUILDING CO., LTD.  
Hongkong, 12th July, 1907. 1205

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.  
THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING of Shareholders in the Company, will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 13th August at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend; confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st July to 13th August, both days inclusive.

By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary.  
Hongkong, 23rd July, 1907. 1235

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. N.S. 4,250, dated Hongkong 9th July, 1907 for Ten Shares of this Bank numbered 14,831 to 14,840 inclusive registered in the name of CHENG PO CHO has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 13th day of August, 1907, a New Certificate for the shares will be issued, and the aforesaid Certificate No. N.S. 4,250 will be thereupon treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 13th July, 1907. 1210

## FOR SALE

## FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY Situated at CANTON near the Hongkong, Canton and Macao Steamboat Company's Wharf and facing the river. The lots contain by admeasurement 50 "changes" or thereabouts. Title Deeds can be seen at the Office of the Undersigned. For further particulars, apply to  
GOLDING & BARLOW, Solicitors,  
10, Queen's Road Central.  
Hongkong, 22nd May, 1907. 970

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS.

ASIATIC STAMPS. MIXED STAMPS.  
100 for \$0.25 500 for \$3.50  
150 " 1.75 1000 " 10.00  
200 " 3.50 1500 " 25.00  
250 " 5.75 2000 " 35.00  
275 " 9.00 3000 " 95.00  
Also Stamps in bags, sets, &c., &c.  
ARTISTIC PICTORIAL POSTCARDS & all other Philatelic Goods. Inspection invited.  
GRACE & CO.,  
1145 Hongkong Hotel Corridor.

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THE FIFTY YEARS ANGLICAN-CHINESE CALENDAR 日曆英中 年十五  
FROM 1st JANUARY, 1861 to 31st DECEMBER 1913, BEING THE 50th YEAR OF THE 76th CYCLE TO THE 50th YEAR OF THE 76th CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39th YEAR OF KWONG SUI.  
PRICE \$2 CASH.

On Sale at the Hongkong "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.  
The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.  
Hongkong, 3rd October, 1906. 1841

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.  
WM. PARLANE, Manager.  
Hongkong, 18th November, 1901. 47

## STORAGE.

FOR COAL, TIMBER, &c.  
TO BE LET, a Portion of MARINE LOT No. 38 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.  
Also FOR SALE.  
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 65,000 SQUARE FT. 999 YEARS' LEASE.  
For Particulars, apply—  
GEO. PENWICK & CO., LTD.  
Hongkong, 8th June, 1906. 1106

## TO LET

## TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point.  
Apply to—  
JARDINE MATHESON & CO., LTD.  
Hongkong, 24th June, 1907. 1194

## TO LET.

"GLENWOOD" CARRIAGE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms. This property would be divided into two or more houses to suit tenants. BEACONSFIELD ARCADE, Five Offices and Dwelling Rooms.  
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbeck MacGregor).  
BELLIOS TERRACE HOUSES, ROBINSON ROAD.  
No. 4, ALBANY.  
No. 8, BELLIOS TERRACE, Corner House, 1st Row.  
No. 6, CAMERON VILLAS (PEARL), Furnished. Cheap rent. For September and October.  
No. 6, DES VOEUX VILLAS (PEARL).  
No. 1 and 2, BEACONSFIELD ARCADE.  
Apply to—  
Linstead & Davis,  
3rd Floor, Alexandra Buildings.  
Hongkong, 22nd July, 1907. 1102

## TO BE LET OR SOLD.

WITH POSSESSION FROM 1st JUNE—IN WANCHAI ROAD.  
GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 400 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.  
Apply to—  
Care of "Daily Press" Office.  
Hongkong, 3rd May, 1907. 870

## TO LET.

IMMEDIATE POSSESSION.  
NO. 2, HOLLYWOOD ROAD, and No. 51, POTTINGER STREET.  
Apply to—  
ARRATTON V. APCAR & Co.,  
45, Wyndham Street.  
Hongkong, 2nd March, 1907. 491

## TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.  
No. 33, CAINE ROAD.  
Auction Rooms, No. 2, Zetland Street.  
GREENCROFT GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.  
No. 1, FAIRVIEW, ROBINSON ROAD, Kowloon.  
Apply to—  
LEIGH & ORANGE,  
1, Des Voeux Road.  
Hongkong, 11th July, 1907. 94

## TO LET.

"STONHEVED" 35, Robinson Road.  
No. 52, CAINE ROAD.  
Nos. 27, 29, 31 and 33, SEYMOUR ROAD.  
Apply to—  
SAM WANG CO., LTD.,  
31, Queen's Road Central.  
Hongkong, 22nd July, 1907. 1103

## TO LET.

FROM 1st JULY.  
LARGE AND SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST, at present in the occupation of the Admiralty.  
Apply to—  
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.  
Hongkong, 1st July, 1907. 809

## TO LET.

NOS. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Lights.  
No. 46, ELGIN STREET, 6 Rooms with front and back Verandahs. From 1st July.  
"CHEERUB VILLAS." A fine Bungalow. Near Observatory Villas. Cheap Rental.  
Apply to—  
ARRATTON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, 20th June, 1907. 860

## TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.  
Hongkong, 1st July, 1907. 82

## TO LET.

NOS. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Lights.  
No. 46, ELGIN STREET, 6 Rooms with front and back Verandahs. From 1st July.  
"CHEERUB VILLAS." A fine Bungalow. Near Observatory Villas. Cheap Rental.  
Apply to—  
ARRATTON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, 20th June, 1907. 860

## TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.  
Hongkong, 1st July, 1907. 82

## TO LET.

NO. 2, MACDONNELL ROAD.  
Apply to—  
COMPTON'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1906. 97

## TO LET.

OFFICES in ALEXANDRA BUILDINGS.  
Apply—  
SECRETARY,  
A. S. Watson & Co., Limited.  
Hongkong, 23rd April, 1907. 800

## TO LET.

NO. 1, WEST END TERRACE, Shamsen, Canton.  
Apply to—  
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.  
Hongkong, 1st July, 1907. 91

## TO LET.

"BERIL" No. 1, GARDEN ROAD, Kowloon. Containing 8 Rooms and Garden. Possession 1st June, 1907.  
Apply to—  
H. M. H. NEMAZER.  
Hongkong, 29th May, 1907. 992

## TO LET.

NOS. 3 & 5, CARNARON VILLAS, Kowloon.  
Apply to—  
HEWAN & Co.,  
No. 15, Connaught Road, West.  
Hongkong, 1st May, 1907. 324

## TO LET.

ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS.  
Apply to—  
REUTER, BROECKELMANN & Co.  
Hongkong, 23rd April, 1907. 795

## TO LET

## TO LET.

NO. 28, LEIGHTON HILL ROAD.  
Immediate Possession.  
Apply to—  
THE COMPTON,  
Nippon Yusen Kaisha.  
Hongkong, 4th February, 1907. 338

## TO LET.

A suit of 3 LARGE and ONE SMALL ROOMS with Bath Room attached, and Verandah all round, on the First Floor in College Chambers, No. 31, Wyndham Street, facing "Glencairn." Can have the use of a Kitchen, can be rented singly or the whole. GROUND FLOOR of No. 4, Des Voeux Road including a Strong Room and servants' quarters.  
ROOMS on Second Floor of VICTORIA BUILDING No. 5, Queen's Road Central, suitable for Offices.  
Apply to—  
DAVID SASSOON & Co. LTD.  
Hongkong, 24th May, 1907. 821

## TO LET.

TWO ROOMS on Third Floor, HOTEL MANSIONS, suitable for Offices. Possession from 1st August next.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 2nd July, 1907. 1159

## TO LET.

"HATHERLEIGH," CONDUIT ROAD.  
No. 1, RIFON TERRACE, BONHAM ROAD.  
OFFICES in KING'S BUILDING and YORK BUILDING.  
GODOWNS in PRAYA EAST.  
A HOUSE in CLIFTON GARDENS, Conduit Road.  
FLATS in MORTON TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.  
Hongkong, 1st July, 1907. 1160

## TO LET.

IMMEDIATE POSSESSION.  
GODOWNS Nos. 95, 96, 97 and 100, Praya East.  
Apply to—  
CHATER & MIDDY,  
Victoria Buildings.  
Hongkong, 29th June, 1907. 1189



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**S. MOUTRIE & CO., LTD.**  
 York Building, Chater Road.  
 Hongkong, 30th July, 1906. [38-2]  
**COGNAC.**

**MESSRS. JEEBHOY & CO., 25,**  
 Hollywood Road, beg to inform their  
 Customers and the General Public that they  
 now have on Sale the following brands of  
**COGNAC** which are patronised by connois-  
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 Hongkong, 1st July, 1907. 1152

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 Good Panoramas Views of Hongkong,  
 recently taken, on sale.

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**"DAILY PRESS" OFFICE.**  
 Proofs read by Englishman.

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**THE latest Method of the AMERICAN  
 SYSTEM OF DENTISTRY.**  
 33, QUEEN'S ROAD CENTRAL.  
 From the University of Pennsylvania, U.S.A.  
 Hongkong, 17th April, 1907. 505

#### SIEN TING.

**SURGEON DENTIST.**  
 No. 10, D'ARQUIER STREET  
 TERMS VERY MODERATE.  
 Consultation Free.  
 Hongkong, 21st September, 1905. 461

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 Documents translated from or into Classical  
 or Colloquial Chinese.

#### NOTICE TO KOWLOON RESIDENTS

**EXTRA COPIES of Daily Press** are no  
 sale daily at the KOWLOON BOOK-  
 STALL, Mr. H. RUTTON-JONES, KOWLOON  
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 FERRY WHARF STALL.  
 Hongkong, 22nd December, 1903.

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**WORM**  
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 A purely vegetable  
 medicine, free from  
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 Its perfect safety  
 and mild, espec-  
 ially adapted for  
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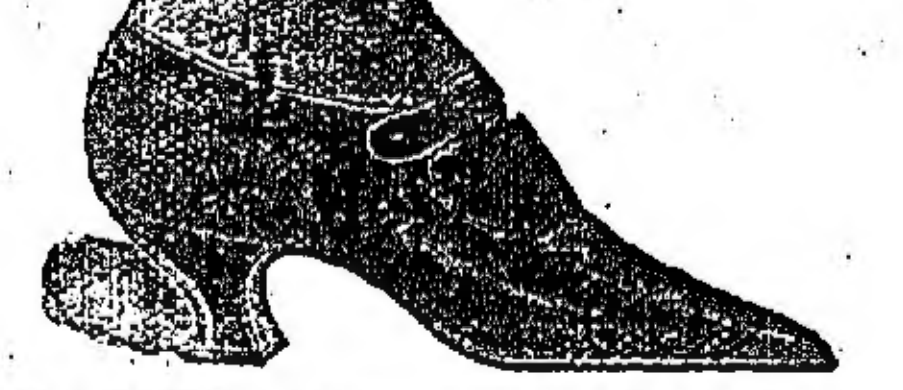
**THERAPION No. 1** is a re-  
 markable remedy, which cures all diseases of the  
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 of which does irreparable harm by laying the foundation of  
 many of the more trying complaints of this kind, and  
 the irritation of the lower bowel, cough, bronchitis, asthma, and  
 the most astonishingly efficacious, affording prompt relief  
 where other well-known remedies have been powerless.

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 the treatment of gonorrhoea, syphilis, leucorrhoea, and all  
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 urinary organs, effectively superseding injections, the use  
 of which does irreparable harm by laying the foundation of  
 many of the more trying complaints of this kind, and  
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**THERAPION** is sold by the prin-  
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 torial of the word "THERAPION" as it appears on the label  
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**A TACK & CO.,**  
 26, DES VOUEX ROAD CENTRAL.  
 Hongkong, 18th January, 1907. 39

#### CHINESE CURRENCY.

The following is extracted from an editorial  
 in the N. C. Daily News of July 17th:—  
 Nearly five years have elapsed since China in  
 the terms of the Macao Treaty agreed  
 to take the necessary steps to provide  
 for a uniform national currency which shall be  
 legal tender in payment of all duties, taxes and  
 other obligations throughout the Empire. To-  
 day the state of her currency is possibly worse  
 than it was in September 1902. Mints have  
 sprung up in various parts of the country, and  
 provincial mints have discovered a lucrative  
 business in the issue of debased coin. With the  
 establishment of a Ministry of Finance in Peking  
 an attempt has been made to keep the  
 Central Government in touch with the provincial  
 mints, and to extend the prohibition on the in-  
 discriminate coining of dollars to subsidiary  
 coins. The talk of currency reform is in the air,  
 and the new President of the Treasury has  
 already drawn up a memorial to the Throne  
 which he advocates the adoption of a gold  
 standard, but asks for permission to put into  
 circulation as soon as possible the 400,000,000  
 in value to the 6,000,000,000 in value in the  
 Tientsin mints. The situation, however, does  
 not lend itself to the tinkering of amateurs,  
 however enlightened, and there is little prospect  
 of China being able to give effect to Article II  
 of the Commercial Treaty with Great Britain  
 until she realizes that the reform of her currency  
 must be entrusted to a committee of experts,  
 acting in concert with the best of the banking  
 and business intelligence in the Empire, and  
 freed from official and unofficial prejudices.

There will be no inclination to underestimate  
 the difficulties in the way of currency reform,  
 and among these not the least is the circum-  
 stance that in addition to the complications of  
 the silver currency, the money of the millions—  
 copper cash—has to be taken into consideration.  
 In view of the enormous quantities of the new  
 of a reformed currency with which the new  
 and abroad, it becomes at first sight a matter  
 for surprise that pressure from within has not  
 contrived to stir the Chinese business com-  
 munities to that measure of action which  
 must eventually react on the Government.  
 Unfortunately, however, it is the banking  
 element and some of the older and more  
 conservative business interests, who are supposed  
 to possess the necessary influence upon official  
 action, that are least interested according to a  
 short-sighted policy in seeing any change intro-  
 duced into the present system. The life of the  
 banking business in China depends largely on  
 the fluctuations and differences in value of  
 silver and gold and copper in the same place in  
 the Empire and in the world at large. Not  
 until these interests, and with them the  
 middleman who is every walk in life  
 on exchange, realizes that the postponement  
 of a change threatens the very business  
 upon which their business lives, is currency  
 reform likely to enter the region of practical  
 politics. In the meantime such pressure as it is  
 possible to exercise from without should be  
 applied, and it would be well if the action of the  
 Hongkong Government could be followed up  
 by more persistent reminders of China's Treaty  
 obligations. When the principle has been  
 accepted, and the need for expert advice  
 recognized, there will be no lack of  
 practical assistance in the work of reform, if it  
 be sought. The subject has already received  
 the attention of foreign economists, and the  
 treatises that have been written and translated  
 into Chinese cannot be unknown in the Ministry  
 of Finance. A superficial acquaintance with  
 their contents must be sufficient to convince the  
 new President that the introduction of a new  
 monetary system into China is to prove a task  
 of serious dimensions, and for that reason  
 should be approached in a practical manner  
 with the least possible delay.

#### DEATH OF DR. ROUTH.

By the death of Dr. Edward Routh, which  
 occurred last month at Cambridge, the University  
 lost one who was by far the greatest coach of  
 the past century.

Born at Quebec in 1831, Dr. Routh was  
 educated at University College, London, and  
 Peterhouse, Cambridge. In 1854 he was Junior  
 Wrangler, and in the following year he adopted  
 teaching as his profession. He had to his  
 credit in his long career twenty-seven Senior  
 Wranglers and more than forty Smith's  
 Prizemen. His wonderful success was firstly  
 due to the fact that he had studied the nature of  
 the "Tripos" Examination for a long number of  
 years with the minutest care, both from the  
 point of view of the book work and the problems.  
 He reduced his methods of instruction almost to  
 a science. "Machine" was of the essence of Dr.  
 Routh's being. To encourage facility he  
 used to set every week a problem paper  
 which all his pupils were invited to attack,  
 and at the end of the following week he  
 gave in manuscript his own solutions of  
 those problems which were always presented  
 in the simplest and most methodical form.  
 It would be a true criticism to say that  
 Routh's methods of teaching never appeared  
 very greatly calculated to elicit originality on  
 the part of his pupils. But, in point of fact, if  
 he had been asked about this, he would probably  
 have said it was no part of his business to  
 stimulate originality, but that his business was  
 to prepare his pupils to obtain marks. And in  
 this he succeeded in a perfectly astonishing  
 degree. The truth was his mind was fixed  
 upon what produced the best result in the  
 examinations. His own capacity for assimilating  
 new subjects was amazing.

It was a remarkable tribute to Dr.  
 Routh—though possibly a reflection on the  
 University system—that although during a  
 great portion of his time in Cambridge there  
 were professors of the very highest eminence  
 who gave the University lectures, candidates  
 for mathematical honours rarely, if ever,  
 attended these lectures; they found it more in-  
 teresting in their own interest for the purpose of  
 the examination to attend Dr. Routh—not merely  
 during the three terms, but also during the  
 long vacation, when he had a special series for  
 those of his pupils who sought honours.

Any one who had simply studied the work of  
 Dr. Routh as a coach might think that his  
 mind was not so precise, original, and had got  
 to work in grooves. But it is shown by many  
 remarkable papers containing original research  
 and investigation, which are contributed to  
 scientific journals, this would be a false  
 estimate.

Again, his pupils who only saw him in the  
 somewhat dull routine of his work as a coach  
 might have thought him wanting in outside  
 interests. Those who knew him well, however,  
 recognised a charming and interesting com-  
 panion, more full of human nature than could  
 be thought possible in view of the monotonous  
 work in which so great a portion of his life was  
 spent. One of Dr. Routh's latest acts was  
 to give the most resolute opposition to the

How to be beautiful—Keep your com-  
 plexion, Mrs. Ellen's Crème Charmanche, Lait  
 Charmanche and Special Skin Tonic and Poudre  
 Charmanche will enable you to do it. Her  
 Specialties for the Skin are the study of a  
 lifetime. A. S. Watson & Co., Ltd., Sole Agents.  
 654

alteration in the mathematical curriculum,  
 which was carried last year on the recom-  
 mendation of all the more modern teachers and  
 professors.

#### THE RAVAGES OF PLAGUE.

Dr. W. J. R. Simpson delivered the first of  
 the Croonian lectures at the Royal College of  
 Physicians last month. Two series of four  
 lectures will deal with the subject of "Plague."  
 The disease, he said, had resulted in India in  
 over five million deaths in ten and a half years,  
 and over four million of these deaths occurred  
 during the last five years. Dr. Simpson devoted  
 at his lecture mainly to a description of the  
 plague bacillus and its culture, and a postal  
 of the silent facts connected with the history  
 of the disease. The discovery of the plague  
 bacillus in 1894 divided this history into two  
 distinct periods though one period extended  
 over some thousands of years and the other  
 was only thirteen years old. One of the  
 advantages of the discovery of the bacillus  
 was the certainty of diagnosis, and another  
 was the discovery of Hoffman's prophylactic.  
 Great epidemics of plague in only a few  
 large numbers of people but have their effect on  
 the living, mostly psychological and social in their  
 nature. Great numbers of the living have  
 overthrown and hysterical. Fear, sickness,  
 heartlessness, and a display of the most sordid  
 passions on the part of the more unbalanced  
 portion of the population are displayed, and all  
 the weaker qualities of humanity are brought  
 out. An instance of this was the wholesale  
 massacre of the Jews during the great pestilence  
 of the Fourteenth Century because it was  
 stated that they had poisoned the wells. The  
 suspicion and rumors regarding the poisoning  
 of the wells in the Punjab by the British  
 residents were only a recrudescence of the same  
 condition of things. The long freedom of  
 Western Europe from plague has given rise  
 to the view that it had been the last of  
 those epidemics. This view of its irrevoc-  
 ability of Europe was as likely to be  
 correct as the view that London was freed  
 from the plague in the Seventeenth Century  
 by the Great Fire, though the pestilence  
 disappeared at the same time from the whole  
 of Western Europe. Various causes have been  
 assigned for the retrocession of the plague  
 from Europe. One of these has been mainly bi-  
 lateral had a considerable influence, namely, the  
 change from overland to sea travel and the  
 consequent freedom from contact with trade  
 caravans from the endemic centres in Mes-  
 opotamia and Arabia. Dr. Simpson finally dealt  
 with the dissemination of plague by dogs,  
 cats, and other animals. The association  
 between plague and rats, he said, was a very  
 old observation. Go old col's Apollo and  
 Esculapius were each represented with rats  
 at their feet.

#### A DEAL IN CANADIAN PACIFICS.

Fifty Canadian Pacific shares, in respect of  
 which £31 was deposited and the profit on which,  
 when sold, amounted to £118 15s., was the basis  
 of an action before Mr. Justice Sutton, when  
 Mr. John Thomas Lever, of Tooting, Essex,  
 sued "The Financial Guardian," Tottenham  
 Buildings, to recover £158 15s., alleged to be  
 due to him.  
 Mr. Hogg, for the plaintiff, said that the  
 "Financial Guardian" was the alias of a sort of  
 outside broker. The "Financial Guardian"  
 sent circulars to various people and shares on  
 which they would make a profit. On March  
 15th last Mr. Lever deposited £31 in respect to  
 the purchase of fifty Canadian Pacific Railway  
 shares, the profit realised on which was £118  
 15s. A further sum of £10 he forwarded for  
 the purchase of ten B.C. Electric shares, making  
 £155 15s., the amount asked for.  
 The defendant had since been repeatedly asked  
 for the money, had promised to send it on forth-  
 coming pay days, but had not done so.  
 Mr. Lever, cross-examined by Mr. Drake,  
 said he was not aware he had entered into pure  
 gambling transactions.  
 Mr. Drake admitted that the defendant was  
 in debt to Mr. Lever to the extent of £40. He  
 submitted, however, that the claim for the profit  
 must fail as it was purely a gambling transac-  
 tion.  
 Mr. Justice Sutton held that the defence failed.  
 He was not satisfied that this had been a gam-  
 bling transaction, therefore there must be judg-  
 ment for the full amount with costs.  
 A stay of execution regarding the second part  
 of the claim was granted on the usual terms.

#### LORD C. BERESFORD'S FLAGSHIP.

##### SMART GUNNERY.

In the gunnery test the battleship "King  
 Edward VII," flagship of Admiral Lord Charles  
 Beresford, commander-in-Chief of the Channel  
 Fleet, has set an example of quick, straight  
 shooting. She completed the firing with her  
 main and secondary armament, comprising four  
 12in., four 9.2in., and ten 6in. guns, with the  
 following results:

Guns.	Rounds fired.	Hits.	Bull's-eyes.
12in.	17	10	9
9.2in.	30	22	10
6in.	72	51	31

The 12in. gunnery is the best that has been  
 made in the Channel Fleet this year, and  
 considering the short time the ship has been in  
 commission with her present crew—just over  
 three months only—the other firing is very  
 satisfactory. Under the new conditions bull's-  
 eyes only count in this year's test. The "King  
 Edward VII." is commanded by Captain Henry  
 B. Kelly, R.N., with Commander G. G. Baird  
 chief executive officer, while the gunnery officer  
 is Lieutenant Edward T. Weston.

**Mosquitoes Avoid**  
 the presence of Carbolic  
 that is why the  
 use of

**Calvert's**  
**20%**  
**Carbolic**  
**Soap**

has been found such an excellent pro-  
 tection against the attacks of these  
 and other insects. It imparts also a  
 delightful freshness to the skin, and,  
 of course, is powerfully antiseptic, an  
 advantage readily appreciated in warm  
 climates.

Sold by Local Chemists and Storekeepers.  
 Made by F. C. Calvert & Co., Manchester, Eng.



Hong Kong  
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 for Watson's  
 Dundee

**WATKINS, Ltd.,**  
 Apothecaries  
 Hall,  
 Hong Kong.

**WATSON'S**  
 (No. 10) Dundee  
**WHISKY.**

My Royal  
 Warrant to  
 His Majesty  
 The King.

**BOVRIL**

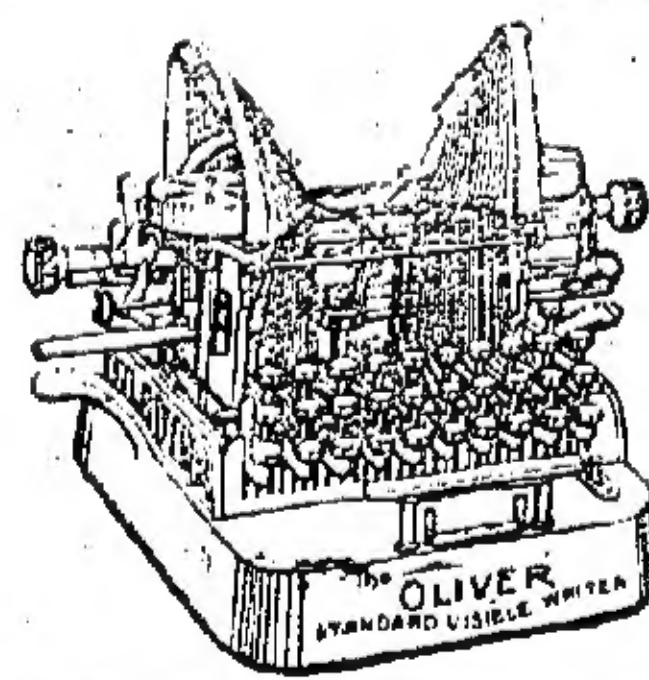
is a true food and contains Albumen and  
 Fibrine which go to form Blood, Bone,  
 Brain and Muscle. Beef-teas and Meat-  
 Extracts are stimulants only.  
 Bovril is liquid life.

#### NEW LABEL

FOR  
**WATSON'S "E" WHISKY**



NOTE:—The BORDER and TRADE MARKS on the LABEL are in GOLD; THE LETTER  
 "E" LITHOGRAPHED IN BLACK, IS ALSO REPRODUCED IN GOLD; WHILE THE THREE  
 CENTRAL LINES "WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY" ARE  
 LITHOGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK.  
 THE CAPSULE ALSO BEARS FACSIMILE SIGNATURE. 1147



#### THE OLIVER TYPEWRITER.

**VISIBILITY.**  
**SIMPLICITY.**  
**DURABILITY.**

UNRIVALLED FOR DUPLICATING, WRITING IN SIGHT,  
 UNIVERSAL KEYBOARD.

TYPEWRITER RIBBONS and supplies for ALL  
 Machines kept in Stock.

**OLIVER TYPEWRITER CO., LTD.**

1, PRINCE'S BUILDINGS.

Hongkong, 23th July, 1906.

(1055)



## SHIPPING.

## ARRIVALS.

Begonia, British str., 2,675, Reid, 23rd July.  
 Livingston, British str., 1,700, General, 23rd July.  
 Coquett, British str., 2,500, T. Walker, 22nd July.  
 Kuchinoto, British str., 1,600, 22nd July.  
 Glenfalloch, British str., 1,350, Jos. Huisworth, 22nd July.  
 Haimun, British str., 2,600, A. J. Robson, 23rd July.  
 General, British str., 2,600, A. J. Robson, 23rd July.  
 K. 19, British str., 2,600, A. J. Robson, 23rd July.  
 General, British str., 2,600, A. J. Robson, 23rd July.  
 K. 19, British str., 2,600, A. J. Robson, 23rd July.  
 General, British str., 2,600, A. J. Robson, 23rd July.

## CLEARANCES.

At the Harbour Master's Office.  
 Begonia, British str., for Nagasaki.  
 Coquett, British str., for Amoy.  
 K. 19, British str., for Canton.  
 General, British str., for Canton.

## DEPARTURES.

At the Harbour Master's Office.  
 Begonia, British str., for Nagasaki.  
 Coquett, British str., for Amoy.  
 K. 19, British str., for Canton.  
 General, British str., for Canton.

## SHIPPING REPORTS.

The British str. Begonia reports: Squally unsettled weather.  
 The British str. Livingston reports: Moderate South West monsoon.  
 The British str. Coquett reports: Good passage with fair monsoon.  
 The British str. Kuchinoto reports: 20th. Experienced moderate to fresh S.W. wind, moderate sea. Dull & misty, equally to lat. 18 N. 18 E. Thence to port fresh to strong N. & E. and easterly wind, moderate sea, cloudy and squally.

## VESSELS IN DOCK.

At the Harbour Master's Office.  
 Begonia, British str., for Nagasaki.  
 Coquett, British str., for Amoy.  
 K. 19, British str., for Canton.  
 General, British str., for Canton.

## VESSELS ON THE BERTH.

At the Harbour Master's Office.  
 Begonia, British str., for Nagasaki.  
 Coquett, British str., for Amoy.  
 K. 19, British str., for Canton.  
 General, British str., for Canton.

## THE Steamship.

"ARRATON APCAR."  
 Captain A. Stewart, will be despatched for the above ports TO-DAY, the 24th July, at Noon.  
 This steamer has superior accommodation for passengers, is installed throughout with electric light, and carries a duly certified doctor.

For Freight or Passage, apply to  
 DAVID SASSOON & Co., Ltd.,  
 Agents.  
 Hongkong, 18th July, 1907. 1224

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

## THE Company's Steamship.

"HAIMUN."  
 Captain A. J. Robson, will be despatched for the above ports TO-DAY, the 24th July, at 2 P.M.  
 For Freight or Passage, apply to  
 DOUGLAS, LAPEL & Co.,  
 General Managers.  
 Hongkong, 22nd July, 1907. 1234

## FOR SINGAPORE, PENANG AND CALCUTTA.

"GREGORY APCAR."  
 Captain S. H. Nelson, will be despatched for the above ports on FRIDAY, the 26th inst., at 10 o'clock.

For Freight or Passage, apply to  
 DAVID SASSOON & Co., Ltd.,  
 Agents.  
 Hongkong, 22nd July, 1907. 1188

## DAMPFSSCHIFFS-RIEDELREI "UNION".

ACTIEN-GESELLSCHAFT.

FOR NEW YORK.  
 (With Liberty to Call at the Malabar Coast).

## THE Steamship.

"VERONA."  
 Captain Dobrouz, will be despatched for the above port on or about MONDAY, the 26th July, 1907.

For Freight, apply to  
 CARLOWITZ & Co.,  
 Agents.  
 Hongkong, 9th July, 1907. 1195

## FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

## THE Steamship.

"TUDOR PRINCE."  
 Captain McDougall, will be despatched for the above ports on or about THURSDAY, the 15th August.

For Freight or Passage, apply to  
 ARNOLD KARBURG & Co.,  
 Agents.  
 Hongkong, 22nd July 1907. 1236

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	On 27th inst., at Noon.
MARSEILLES, LONDON & ANTWERP.	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 31st inst.
COPENHAGEN & ST. PETERSBURG.	SOTRUMNIK	Den. str.	—	Mouton	MESSAGERIES MARITIMES	On 6th Aug., at 1 P.M.
HAYRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Sachs	MELCHERS & Co.	Middle of September.
NAPLES, GENOA, GIBRALTAR, SOUHAMPTON &c.	PRINZ LUDWIG	Ger. str.	—	C. Wollmann	HAMBURG-AMERIKA LINIE	On 20th August.
NAPLES, HAYRE & HAMBURG	SCANDIA	Ger. str.	k.w.	von Dohren	MELCHERS & Co.	On 31st inst., at Noon.
NAPLES, PLYMOUTH, HAYRE & HAMBURG.	HABSBURG	Ger. str.	k.w.	Filzer	HAMBURG-AMERIKA LINIE	On 7th August.
NEW YORK	TUDOR PRINCE	Am. str.	—	McDougall	HAMBURG-AMERIKA LINIE	On 4th September.
NEW YORK	VERONA	Ger. str.	—	Dobrouz	ARNOLD KARBURG & Co.	About 15th August.
NEW YORK	ABERLOUR	Am. str.	—	—	—	About 29th inst.
YANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Am. str.	2 m.	—	—	On 23rd August.
YANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	1 m.	—	—	On 14th Aug., at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	HAWAII	Am. str.	—	E. V. Roberts	CANADIAN PACIFIC R. Co.	On 14th Aug., at Noon.
CALLAO AND IQUIQUE, VIA JAPAN, IORTS, &c.	EDFIRE	Brit. str.	—	—	—	On 15th August.
AUSTRALIAN PORTS VIA MANILA, TIMOR, &c.	CHINGTU	Brit. str.	—	Helm	TOYO KISEN KAISHA	Middle of August.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDENAR	Ger. str.	—	W. B. Brown	GIBB, LIVINGSTON & Co.	On 27th inst., at 10 A.M.
YOKOHAMA AND KOBE	PRINZ WALDENAR	Ger. str.	—	W. von Senden	BUTTERFIELD & SWIRE	On 3rd Aug., at 4 P.M.
YOKOHAMA AND KOBE	TAIYUAN	Jap. str.	—	L. Dawson	MELCHERS & Co.	On 15th Aug., at Noon.
JAPAN	TAIYUAN	Jap. str.	—	Zwart	MELCHERS & Co.	About 26th inst.
TSINGTAO, NAGASAKI & VLADIVOSTOCK	KUWANTON	Ger. str.	—	—	—	On 25th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	LIAN	Brit. str.	—	A. Stewart	BUTTERFIELD & SWIRE	On 2nd August.
SHANGHAI VIA NINGPO	ARRATON APCAR	Brit. str.	—	W. J. Davies	DAVID SASSOON & Co., Ltd.	To-day, at Noon.
SHANGHAI, KOBE & YOKOHAMA	HINGAN	Brit. str.	—	—	—	To-day, at 4 P.M.
SHANGHAI	MARCHEL	Ger. str.	k.w.	A. L. Valenzini	HAMBURG-AMERIKA LINIE	On 27th inst.
SHANGHAI	ARCO	Ger. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
SHANGHAI	HAOSANG	Brit. str.	—	—	—	On 26th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	WIK	Ger. str.	—	H. Kirchner	HAMBURG-AMERIKA LINIE	On 28th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. R. LUTHER	Ger. str.	—	W. E. Sawyer	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI.	FOOKSANG	Brit. str.	—	W. G. Cockman, R.N.R.	P. & O. S. N. Co.	On 2nd Aug., at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	PAUMA	Brit. str.	—	—	—	Middle of August.
SHANGHAI, YOKOHAMA & KOBE	SCRUTINER	Den. str.	—	T. Ito	MELCHERS & Co.	End of August.
ANPING VIA SWATOW & AMOY	TRANQUER	Jan. str.	—	A. J. Robson	USAKA SHOSUN KAISHA	To-day, at 9 A.M.
SWATOW, AMOY & FOCHOW.	FURUSHU MARU	Jan. str.	—	L. D. Northcombe	DOUGLAS LAPEL & Co.	To-morrow, at 4 P.M.
SWATOW & SHANGHAI	SHANGHAI	Brit. str.	—	H. S. Smith	BUTTERFIELD & SWIRE	On 26th inst., at 10 A.M.
FOCHOW VIA SWATOW & AMOY.	FRUITFUL	Brit. str.	—	Imbua	OSAKA SHOSUN KAISHA	On 26th inst., at 10 A.M.
TAIPEI VIA SWATOW & AMOY	JOSHI MARU	Jap. str.	—	T. Noyk	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 4 P.M.
HOIHOW & HAIHONG	CHIRLI	Brit. str.	—	R. Almond	SHAWAN, TOMES & Co., Ltd.	On 27th inst., at Noon.
MANILA	ACHENSANG	Brit. str.	—	A. W. Osterbridge	BUTTERFIELD & SWIRE	On 3rd Aug., at Noon.
MANILA	RUBI	Brit. str.	—	A. Fraser	SHAWAN, TOMES & Co., Ltd.	On 3rd Aug., at Noon.
MANILA	TAMING	Brit. str.	—	Finlayson	BUTTERFIELD & SWIRE	On 1st Aug., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	P. Sombill	MELCHERS & Co.	About 28th inst.
CEBU & ILOILO	ROBRO	Ger. str.	—	S. H. Nelson	DAVID SASSOON & Co., Ltd.	On 28th inst., at 1 P.M.
KUDAT & SANDAKAN	ARRATON APCAR	Brit. str.	—	E. Fey	DAVID SASSOON & Co., Ltd.	On 30th inst., at 1 P.M.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 3rd Aug., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	—	—	—

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 FOR SHANGHAI VIA NINGPO ... "HINSANG" ... Wednesday, 24th July, 4 P.M.  
 FOR SHANGHAI VIA NINGPO ... "YUENSANG" ... Friday, 26th July, 4 P.M.  
 FOR SHANGHAI VIA NINGPO ... "HANGSANG" ... Friday, 26th July, 4 P.M.  
 FOR SHANGHAI VIA NINGPO ... "FOOKSANG" ... Friday, 26th July, 4 P.M.  
 FOR SINGAPORE, PENANG & CALCUTTA "KUTSANG" ... Saturday, 3rd Aug., 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.  
 Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.  
 Hongkong to Penang 1st Class, Single \$ 55. Return \$90.  
 Hongkong to Calcutta 1st Class, Single \$ 165. Return \$250.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chetoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,  
 GENERAL MANAGERS.  
 Hongkong, 24th July, 1907. 18

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SOIRINIK"	Middle of August
SHANGHAI, YOKOHAMA and KOBE	"TRANQUER"	End of August
COPENHAGEN and ST. PETERSBURG	"SOIRINIK"	Middle of Sept.

For Further Particulars, apply to  
 MELCHERS & Co.,  
 AGENTS.  
 Hongkong, 24th July, 1907. 9

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN FOR SAILING DATE.

RUBI 2540 E. W. Almond Manila On 27th July, Noon.

ZAFIRO 2540 A. Fraser Manila On 3rd Aug., Noon.

For Freight or Passage apply to  
 SHEWAN, TOMES & Co.,  
 GENERAL MANAGERS.  
 Hongkong, 24th July, 1907. 15

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

SS. "ABERLOUR" ... On 23rd August.

For freight and further information apply to  
 SHEWAN TOMES & Co.,  
 GENERAL AGENTS.  
 Hongkong, 24th July, 1907. 16

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amidehip and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

## OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

HABSBURG ... 1st August  
 RHENANIA ... 1st September  
 HOHENSTAUFEN ... 1st October  
 SILESIA ... 2nd November

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

MARCELLUS ... FOR SHANGHAI, KOBE & YOKOHAMA ... 27th July  
 WIK ... FOR SHANGHAI, KOBE & YOKOHAMA ... 28th July  
 HABSBURG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 1st Aug.  
 SLAVONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Aug.  
 LIBERIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 26th Aug.

## NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SCANDIA ... NAPLES, HAYRE & HAMBURG ... 7th Aug.  
 SAXONIA ... HAYRE & HAMBURG ... 20th Aug.  
 HABSBURG ... NAPLES, PLYMOUTH, HAYRE & HAMBURG ... 4th Sept.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabin amidehip. Lighted throughout by electricity. Duly qualified Doctor and stewardesses carried. Laundry on board.

## COAST SERVICE.

KOWLOON ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOCK ... 2nd August

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers Tons. Captain. Sailing Date.

SHAWMUT ... 9,606 E. V. Roberts ... On 15th August.

TREMONT ... 9,606 T. W. Garlick ... About 16th September.

[Cargo only.]

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-tower s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

QUEEN'S BUILDINGS. DODWELL & CO., LIMITED, GENERAL AGENTS. Hongkong, 24th July, 1907. 7

## VESSELS ON THE BERTH.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.

Calling at MANILA, TIORE, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

## THE Steamship.

"EMPIRE."

Captain Helms, will be despatched as above on SATURDAY, the 27th July, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
 GIBB, LIVINGSTON & Co.,  
 Agents.  
 Hongkong, 24th July, 1907. 1172

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship.

"DELTA."

Capt. C. L. Daniel, carrying His Majesty's Mails, will be despatched from this office for Bombay &c. on SATURDAY, the 27th July, at Noon.

taking passengers and cargo for the above ports in connection with the Company's s.s. "MACKDONIA," 10,500 tons, from Colombo.

Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA" due in London on the 8th September, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 15th July, 1907. 1

## COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSAILLES, LONDON, HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## THE Steamship.

"TONKIN"

Captain Mouton, will be despatched for MARSAILLES, on TUESDAY, the 31st August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.







